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February 16, 2018

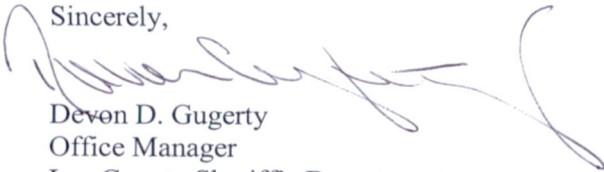
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To whom it may concern:

In response to your request, attached you will find the last of the records fulfilling your request.

If you do not feel I have satisfied your request, you have the right to seek review by the Public Access Counselor. The Public Access Counselor is Sarah Pratt, and she can be reached at: 877/299-3642. The address for the Public Access Counselor is 500 S. 2nd Street, Springfield, IL 62706. You also have the right to judicial review under section 11 of the Freedom of Information Act.

Sincerely,



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A: No, none that our office received from anyone. It was later found, discovered during the investigation, that different people had observed a flash or heard something.

C: Any further questions?
(None)

C: Is there anything further you can add that you think might be pertinent to this inquest?

A: No, I can't add anything else.

C: You can leave if you wish or remain for the remainder of the inquest, whichever you prefer.

(Witness leaves the stand)

WILLIAM C. BRUCE

after having been first duly sworn upon his oath according to law was examined and testified as follows:

C: Again, let me remind you Investigator Bruce is here to give testimony to fact only. He will not speculate nor form any conclusions.

Would you state your name, your address and your occupation, please.

A: My name is William C. Bruce. I'm an Air Safety Investigator for the National Transportation Safety Board. My professional address is the North Central Regional Office of the Transportation Safety Board at DuPage County Airport, West Chicago, Illinois.

C: What time and by whom was your office notified?

A: At approximately 6:00 in the morning we were notified by the regional communications center of the Federal Aviation Administration of an aircraft accident in the vicinity of Ashton, Illinois. We responded to that accident. An investigator in our office resides in Rochelle. He was the first to arrive on the scene. That's Mr. Doub who has been referred to earlier. I was designated investigator in charge and I responded and arrived on scene at approximately 9:30 in the morning from our office.

C: Could you tell the Jury what you observed at the scene.

A: When I arrived on the scene I observed an aircraft inverted, lying on the ground in a cornfield. The aircraft had been subjected to a fire and the cabin area was burned extensively. The wings had been picked up to allow rescue personnel to remove the bodies of two persons who were on board the aircraft. They were still present when I arrived

on the scene and they were transported shortly thereafter. I assumed control of the scene and was briefed by the local law enforcement agency and the rescue personnel at that time.

I took action to secure the scene and started my investigation. In talking with persons I ascertained that there was wreckage located away from the principle wreckage area. At that time I did not observe it. However, we did mark it, or I directed that it be marked and I could look at it later. At that point, basically, I just started an information gathering process.

C: Are you aware of the communications between Mr. Caradori and ground control of him stating that he had instrument problems?

A: At the time of the accident the aircraft was on an instrument flight plan en route from Chicago, Illinois, to Lincoln, Nebraska. It was being worked by Chicago Air Route Traffic Control Center which is located in Aurora, Illinois. The last communications they had with the airplane was the pilot of the accident aircraft had stated that he was having trouble with his compass. The controller advised him of a heading and to proceed direct to Iowa City VORTAC, which is a radio navigation aid, when able. That was the last communication with the airplane.

C: Was there any evidence of in-air destruction?

A: There was evidence, there was an area of wreckage approximately I'd say from 1500 to 1800 feet away from the main wreckage south of the cabin area and the stubs of the wings. This demonstrates that the aircraft did break up in flight.

C: Could you determine if there was engine failure before impact?

A: I discovered during my investigation that there was no mechanical reason that the engine was not capable of producing power.

C: Was there any way of determining if the engine was operating upon impact?

A: Not conclusively, no.

C: Do you know what the weather conditions were at the time of the crash?

A: O'Hare, which was the reporting station that we used, was characterized as 4000 foot overcast with 5 miles visibility. There was light precipitation at O'Hare. Now I must remind you O'Hare is located significantly away from the accident site. The weather may be characterized as meeting the requirements for visual meteorological conditions in that the ceilings were in excess of 1000 feet. However, there were scattered clouds under a broken to overcast sky and rain

showers were reported throughout the area. As far as the actual flight conditions of the aircraft, we probably will not determine that.

C: What type of pilot license did Gary Caradori have?

A: Mr. Caradori was certificated as a private pilot and was allowed or had met the requirements to perform instrument flight. He had met the requirements, he was also an instrument pilot.

C: Do you have any idea how many hours or how much experience he had as an instrument pilot?

A: He'd been flying for several years. I have yet to attain the complete flight records of Mr. Caradori. I have, some of the documentation I have is from Oklahoma City FAA Repository of Records. That does not include his most recent experience.

C: Has your investigation to this point revealed any onboard explosion or any evidence of sabotage?

A: No, sir, it has not.

C: Was the Federal Bureau of Investigation at the scene of the crash?

A: They were not. They were advised. I learned very early on of an allegation of possible sabotage and they were advised, but they never did respond directly to the scene.

C: The ELT, could you explain to the Jury what that is?

A: ELT stands for, the initials stand for emergency locator transmitter. It's a device that's required to be on all civil registered aircraft in the United States. The principle use of the device is to aid in a search and rescue effort should an accident occur. The way this is accomplished is the signal from the ELT, which may be activated either manually or on impact, is received by a satellite circling the earth. There are several satellites. It's one of the first examples of American and Soviet joint cooperation. The first pass of the satellite would give a one-line position, if you would, and the second pass would give a triangulation on a location of the transmitter. These efforts in the United States are coordinated through the U.S. Air Force Search and Rescue Center located at Scott Air Force Base in Belleville, Illinois.

C: Was the ELT of Mr. Caradori's plane ever located?

A: Yes, it was. It was present at the crash site.

C: Where was it located?

A: When I arrived on the scene it had been removed from its mounting brackets and was on top of the empennage.

C: Do you know who removed this?

A: No, sir, I do not right off hand.

C: Could you tell whether it was manually turned on or turned on as a result of the impact?

A: I could not tell that.

C: Was it giving a signal?

A: It had transmitted a signal. I did not test it. I accepted the fact that it had transmitted.

C: Are there any questions from the Jury?

Juror: That ELT gives out a signal. Do they record those signals, what time they were received?

A: Yes, they do. That's done by the United States Air Force and they have a complete rescue coordination center in the, at Scott Air Force Base.

Juror: What time did they receive the first signal?

A: I don't remember, sir.

C: Did they receive a signal that you're aware of?

A: They had monitored a report from the, it's my recollection they did, yes.

Juror: Was that what gave the information that there was a possible downed plane?

A: No, sir, not necessarily. Because these devices are impact activated it's not unusual for a device that it could be kicked or struck or something like this and that would activate it. The Air Force starts the proceedings, they assume it to be valid, and they start a proceeding that would authenticate whether it's from a downed aircraft or an accidental activation.

C: I believe the law enforcement agencies were first notified because of the plane disappearing on radar. Is that correct? And, also, communication.

A: The exact notification train from the FAA to the local law enforcement, I'm not aware of that at the present time.

Juror: I have another question. You stated that from the information you collected off the beams from the aircraft on impact that you concluded that the fire, or whatever, happened before the aircraft hit the ground?

A: No, sir. First off, I draw no conclusions during my investigations, I just record facts. I record the facts at the scene that there were areas of the aircraft that were located anywhere from 1500 feet to 1800 feet away from the main wreckage area. That's

too far for them to have been thrown. They separated from the aircraft in flight.

Juror: So, in other words, what you're saying is in flight they separated so it was a possibility an explosion could have happened?

A: That would be a conclusion, sir, and I won't draw it. If I may, I will say that there was no evidence of fire or any fire on any of the pieces that were located away from the wreckage. I allow you to draw your own conclusions.

Juror: Ok. I have another question. This plane, what speed would this plane be flying, assuming that it left Chicago, estimated time of arrival Lincoln, Nebraska. What speed would this plane be flying?

Attorney Sweeney: Excuse me, may I say something?

Coroner: Sure

Attorney Sweeney: If you didn't do that in the course of your accident investigation I don't think it would be appropriate for you to do it now.

Witness: I agree. It would be. The aircraft is capable of a wide range of speed.

Juror: Ok.

C: What is the range of speed for that particular airplane? Do you know?

A: It would depend on its power settings.

Juror: You made a statement about the compass and about contacting the FBI because of, as you state, possible compass sabotage?

A: No, sir. I became aware of concerned individuals making, of concerns away from the accident site of the possibility of sabotage with the aircraft.

C: But your investigation revealed nothing of this sort at this point?

A: That's correct.

C: And there was no indication of any onboard explosion, any evidence showing any onboard explosion?

A: No, sir, there was not.

C: But there was evidence of in-air destruction, correct?

A: Yes.

C: What could cause in-air destruction?

A: The inflight breakup can be caused by one of three things; it can be a result of fatigue, where the actual structure of the aircraft, through fatigue, weakens to the point that it ultimately fails; it may be influenced by outside forces such as weather; or it may be where the total aerodynamic loading on the aircraft would exceed the ability of the structure to sustain it.

Juror: Was any test done on fatigue on the aircraft?

A: No, sir.

C: Any further questions?
(None)

C: If the family has any questions, let me remind you that he will not speculate nor form any conclusions, and we are not conducting an investigation other than for the cause and manner of death.

Family: He testified to the fact that he had been advised of possible sabotage. Who advised you of possible sabotage?

A: I honestly don't remember. I was receiving information from many sources out there at the site.

Family: You also said that the ELT was removed and was sitting on a place in the airplane that it normally wouldn't be in position?

A: That's correct, sir.

Family: Did you ask anybody who removed it?

A: No, sir, I did not.

Family: Would that be normal investigation to ask somebody who removed the ELT?

C: I don't think he needs to answer that question. However, could you tell me where the ELT is located in this particular plane?

A: It's mounted in a mounting bracket in the empennage of the aircraft which is back behind the seats.

C: Could this have been removed in the extrication of the bodies? Would this have been removed in the extrication of the bodies when the wings were cut and peeled back?

A: If I may, the actual, how the ELT got removed from the aircraft, I don't know. The usual routine would be for a law enforcement official, or a Federal Aviation Administration person who arrives on the scene, would be to disable it; and that would be nothing more than we now have located the site of the transmitter and we know that it's no longer needed.

Family: In this particular plane here, where was it located?
Was it located behind the pilot's seat?

A: I don't remember. I don't remember.

Family: Where was the bracket located at, then?

A: It was back in the tail.

Family: Is that where they normally put these devices?

A: The device may be mounted anywhere in the aircraft, sir.

Family: Even though they have a manual or an impact
detonator to set it off?

A: You're asking me for opinions. I really can't
address that. I record the fact that I recovered
the ELT on top of the empennage and I leave it at
that, sir.

Family: The only reason I'm asking that is because I'm just
trying to locate where it was at. The plane, upon
impact, it wasn't, it didn't seem to be burned at
all and you did mention to me when we came down here
that it was manually set off; so I was just curious
where it was sitting in the plane.

Coroner: Is there any place in the plane that the ELT is
required to be put or located?

A: No, sir, not specifically.

Coroner: As long as there is an ELT it can be mounted any
place in the plane, is that correct?

A: That's correct.

Coroner: There's nothing requiring the specific location of
it?

A: No, sir. I'm not aware of a regulatory requirement
as to where to put it.

Family: How is the ELT operated?

A: It operates, it emits a carrier on the frequency of
121.5 megahertz, and this carrier, there's also an
audio signal imposed on it, and this carrier is
received by a satellite.

Family: Is it manually operated or does it have power
assisting by a battery of some sort?

Attorney Sweeney: Well, now, I'm going to object. I think
that there is another source for this
information and I think that any questions
you have should be tied in to this
particular accident.

Coroner: That's correct.

Family: You said that when you got to the scene that, someone said that the cockpit itself where A.J. and Gary were was extensively burned?

A: That's correct.

Family: And it, but that was, I just don't understand.

Family: Bill, do you think that that ELT was perhaps manually set off?

A: Sir, you're asking for an opinion. The ELT is capable of manual operation. That's all I can say.

Family: Was the manually switch on or off?

A: I don't recall.

C: Any further questions?

Family: You said it was, that the wings or whatever, parts of the plane came apart in the air?

A: That's correct.

Family: Can you determine at what altitude this happened? (The remainder of the questions is inaudible.)

A: No. All I can do is document factually how far apart the various pieces of wreckage were.

Family: And the weather was not extraordinarily bad at that point?

A: All I can do is record the conditions that were present at the reporting stations in the area.

Family: You had stated that you had not observed any facts that there was an onboard explosion. What facts do you use to determine that there is or is not an onboard explosion?

A: Margaret, that really calls for an opinion and analysis and that's not really . . .

Family: No, you'd normally, I would think through some scientific procedure you would determine that, you made a statement, you observed that there was no, you made a conclusion that you did not think there was any onboard explosion. This conclusion came from some investigative facts.

A: I saw no evidence of any onboard explosion in the aircraft.

Family: The question I do have is what do you normally observe as evidence as being an onboard explosion or not an onboard explosion?

C: I think we're getting into an area here now where it's not pertinent to the Jury to arrive at a verdict. I think those questions can be obtained later on through different sources.

Family: We have a question that I think would be just really, it would be pertinent, I think, here. On the scene, when his brothers were there, this was a 6 passenger aircraft and there were 6 seats. Were the 6 seats found and located at the crash site because early on there were only 4 that were found?

A: I don't remember whether I documented 6 seats or 4 seats present in the wreckage.

Family: There were 6 seats when he left Lincoln and he normally would stow his, there were only two people on board and he would stow his belongings in the back 2 seats because they didn't have much, they didn't carry much. I was wondering if at any point then after his brothers left were those 2 other seats, somebody had made the remark that they wondered if Gary had removed the 2 seats which he did not.

A: There was, in the cabin area there were pieces which were obviously seat structure. The exact number of seats I don't recall.

Family: You had mentioned that somewhere along the line Chicago had said or maybe air traffic said there were altitude problems and compass problems.

A: In listening to the air traffic control tapes, altitude was not mentioned.

Family: That was something that I hadn't heard before, either. That kind of scared me.

C: That was the report from O'Hare to the Lee County Sheriff's office.

Family: From O'Hare. But I would think that would be somewhere on some official tape for them to pick up.

A: I don't know.

Family: Would it be pertinent to ask where the plane is now, and the contents of the plane, or is that not. . .

A: The wreckage has been released to Mr. Farrell, the insurance agent. The last time I knew about the presence of the wreckage it was in Sterling at a storage facility, at the time I released it.

Family: Were there any other personal effects that were distinguishable in the aircraft other than (the next words of the question are inaudible) a chart case?

A: Is that appropriate to our purposes here?

Coroner: No. What personal effects were obtainable were obtained and turned over to you. That was obtained by my office and Lee County Sheriff's office.

Family: And other paraphernalia would have to be obtained after your investigation is done?

Coroner: I don't know what the status is of what was left there. We obtained all the personal effects we could locate. As far as I know all the personal effects were obtained at the scene.

Family: And that included all books and all magazines?

Coroner: That's correct. Anything we saw we took, is that correct, Keane?

Sgt Hudson: Anything that was received and collected by the Lee County Sheriff's Department as far as miscellaneous personal stuff was documented and released to Coroner Schilling, which he advised was released to the family. That's the only thing that we collected. I can't answer for discharge of that stuff. We did not collect that.

Family: Did anybody take an inventory?

Sgt Hudson: I did not take an inventory.

Witness: The physical wreckage that was present in the cornfield was picked up. Items that could be carried separately were. Things that were scorched and burned were placed in trash bags and they are with the wreckage.

Family: And the extensive fire within the cockpit, of course I guess this would be, you would have to draw a conclusion, but the extensive fire damage within that cockpit and not in the back, would that have anything to do with it, in that . . .

A: Yes.

Family: And you can't determine that?

A: I can record where it was and that's as far as I can go with it.

Coroner: It was explained to me at the scene that there was indication there from the wings of the fuel being, of the fuel tanks separating upon impact. Then it was explained to me that the fire occurred after

impact. At the scene, because of the way things were burned and because of the way of the holes in the fuel tank, he pointed it out to me, this was an investigator at the scene, I don't recall which one it was, he pointed out to me, he says this is what happens when a plane, upon impact the fuel is forced out of the fuel tanks.

Family: And goes forward.

Coroner: And goes forward, correct.

C: Mr. Bruce, could you tell me, this is a copy of a communication and I'm not familiar with all the terminology here.

A: Certainly.

C: ZAU/Gurley. . .

A: Okay. This is an Aircraft Accident/Incident Preliminary Notice and it's published by the FAA. It's not the form, but it's a computerized form and what they use to transmit.

Item A is Information From; ZAU is a 3-letter identifier for Chicago Air Route Traffic Control Center; Gurley is the last name of the person originating the message. The date of the occurrence is expressed in universal coordinated times, and that's stated as, if I may read the lines, the numbers 0711900913Z(ulu), that's a date/time group. Translate 07 as the month of July; 11 would be the day; I've got to sort it out here, 0913 Greenwich, or Z(ulu) time, would be the time recorded.

They list the operator as, they have it annotated as pilot, Gary Caradori; place they show is Rochelle, Illinois; date, for their purposes, is 7/11/90. The identification of the aircraft is stated as November, correction, that would be N, November being the phonetic use of the letter N, 43515; the type of aircraft is stated as a PA-32, which is a Piper; and the type of activity is annotated as IFR, which is Instrument Flight Rules, from Midway to Iowa, Des Moines, then Lincoln, Nebraska.

They list the circumstances as at 0723Z(ulu), or Z Time which is Universal Coordinated Time, pilot advised Chicago Air Route Traffic Control Center that his compass was spinning. Aircraft was approximately 10 southwest of Rochelle, Illinois, when the last transmission was received. Wreckage was located at 1056Z by Search and Rescue. Aircraft demolished by fire.

Then they go through and they list who they notified and they annotate the weather as being unknown for the purposes of

preliminary report. The damage is being stated as demolished. Do you want me to go further?

C: No. And this report is from?

A: This is originated by, it looks, it's an FAA form. As to what office originated it I'm not sure.

C: You don't know whether that's Aurora or O'Hare?

A: No, not right off hand.

Family: We were getting reports back in Nebraska, through various news media, some, I'm sure most are not accurate, but they were very conflicting in that there were May Days and a voice said fire on board, and there was another indication that somebody said there was a child's voice. Do you have that transmission?

A: No, I do not have it. It will be part of the factual. I don't have it yet.

C: Any further questions from the Jury?

Juror: On that last report you have there it says something about the compass spinning. What causes the compass to spin?

A: That would be drawing conclusions and I . . .

Coroner: That's speculation.

C: Any further questions?

C: Is there anything further you can add that you think might be pertinent to this inquest?

A: No, sir.

C: Thank you very much. Could I have you sign here before you leave us just to show that you were here to testify.

You can leave if you wish or remain for the remainder of the inquest, whichever you prefer.

(Witness leaves the stand)

Coroner:

At 06:21 I was contacted by the Lee County Sheriff's office regarding an airplane crash 1/8 of a mile west of Ashton Road on McGirr Road. I arrived at the scene at 06:57. I arrived at the farm near the crash scene. I talked to the owner of the farm. He stated he heard a loud noise around 2:30 a.m. He went out and checked his buildings and saw nothing. The Ashton Assistant Fire Chief took me to the crash site in an Ashton Fire Department 4-wheel vehicle, which was out in the field, it was muddy out there.

At 07:10 I arrived at the site and met with Sheriff Bivins who stated his office had been notified at 02:57 by Aurora Airport of a possible downed plane near Ashton, Illinois, in Lee County. The FAA, National Transportation Safety Board and the Civil Air Patrol had been notified.

I took several pictures of the plane, badly burned wreckage. It was in a cornfield on its back, the nose was facing northwesterly and the tail was facing southeasterly. Several parts of the wings and tail section were missing, which were later discovered several yards away. We could observe what appeared to be two charred human remains.

The National Transportation Safety Board Air Safety Investigator Gene Doub arrived and took several pictures and examined the wreckage. Doub stated he would not be in charge of the investigation, that someone else from the office was coming and would be in charge. He was there because of close proximity to his residence. Investigator Doub suggested a K21 saw be used for extrication. Investigators at that time theorized an in-air destruction of the plane. Rochelle Fire Department was contacted by the Ashton Fire Department for their K21 saw.

Air Safety Investigator William C. Bruce arrived at the scene during the extrication and requested that we use a toxicology kit and have their lab run toxicology. At 11:20 a.m. extrication was completed and the bodies were transported to KSB Hospital morgue by Ashton ambulance, and deputy sheriffs were stationed at the door until time of autopsy. I then returned to my office.

I contacted LaSalle Police Department in Colorado and requested information from Officer Tom Stover on Executive Protection, Inc., P.O. Box 1028, LaSalle, Colorado. He had not heard of the company but he will check it out and get back. I received this information in regard to Executive Protection, Inc., from investigators at the scene. They told me this was who the airplane was registered to. That was my lead to contact LaSalle, Colorado, Police Department.

Message to contact Dennis Schuring, FAA Medical Division, was given to me by the Sheriff's office. Mr. Schuring's office was called, he was out to lunch. Mr. Schuring later called and requested I contact Dr. Blum or Dr. Peter Stephens. Dr. Peter Stephens, Forensic Pathologist, was contacted and he would perform the autopsy between 8:30 and 8:45 Thursday, July 12, 1990, at KSB Hospital morgue.

At 12:48 p.m. Lee County Sheriff's Deputy Diana Johnson called and said their office was contacted at 12:25 by Col. LeGrand who stated he believed the victims to be Gary Caradori, a private investigator who was working in connection with his

office, that he will be gone from his office but I should contact Maj. Don Newman. Deputy Johnson also stated Bill Kreifel contacted the Lee County Sheriff's Department at 12:35 p.m. stating Senator Loran Schmit of Lincoln, Nebraska, had made a news release naming both victims as Mr. Gary Caradori and his son. Mr. Kreifel would like me to return his call.

At 12:55 I called Maj. Don Newman. He believed the victims to be Gary Caradori, pilot, and the passenger his 8 year old son. Office address of Gary Caradori was given, also telephone number. Gary Caradori's date of birth was April 15, 1949. He was a white male, black hair, brown eyes, 6 feet, 170 pounds, Nebraska drivers license was given to me, also at that time I learned that his wife's name was Sandy Caradori.

At 12:49 p.m Officer Stover of the LaSalle Police Department returned a call stating the post office box registered to Pam and Ernest Tann, that he would contact. At 13:10 I received a call from Officer Stover stating Ernest Tann and Gary Caradori of Lincoln, Nebraska, were former partners. The partnership was broken up. Gary Caradori took the plane. Tann believes Caradori phone number to be 402 with either prefix of 464 or 474-4788.

At 13:22 I contacted Lancaster Medical Examiner's office in Lincoln, Nebraska. I spoke with a John Coburn, Deputy Coroner, Deputy County Attorney, pardon me. I requested personal notification of next of kin. He suggested I contact Lancaster Sheriff's office and speak with Sheriff Ron Tussing, Tom Casadi, or captain on duty.

At 13:25 I contacted Lancaster County Sheriff's office. I spoke with Investigator Splichal. They would take care of the notification and I requested they fax dental records from Dr. Ben J. James, who was the dentist of the Caradoris.

At 13:30 I was contacted by Bob Dorr of Omaha, Nebraska, Herald stating Senator Schmit is suggesting sabotage because of an ongoing investigation. I told Mr. Dorr information would not be released from my office prior to notification of next of kin. Mr. Dorr stated Mrs. Caradori was aware of the death via his phone call earlier in the day. I assured Mr. Dorr I would notify him when more information was available.

At 13:39 Scott Caradori called requesting confirmation, Scott being a brother of Gary Caradori. At 13:40 I received another telephone call on a separate line which was from Sandy Caradori who called requesting confirmation. At this point confirmation was given to Scott and Sandy Caradori. Officer Splichal called to verify notification of next of kin and requested fax number to fax dental records. At 14:30 fax was received at Lee County Sheriff's office.

On the following day, July 12, 1990, at 8:00 a.m. I met with Scott Caradori and two of his brothers at KSB Hospital formal dining room. At 8:30 a.m. Dr. Stephens arrived and conducted the autopsy, obtained tissue samples, and Dr. Stephens will ship toxicology and have reports returned to him and also my office. At 11:22 p.m. the autopsy was completed, death of both victims due to impact injuries.

At 11:35 I met with Sheriff Bivins. At 12:55 I took Dr. Stephens to the crash site. Dr. Stephens at that time spoke with William C. Bruce, the investigator.

At 18:10 on July 12 I met with Dr. Gary Burg, a dentist, at my office. Dr. Burg positively identified Gary Caradori from dental records. Dr. Burg stated Andrew's odontology was consistent with an 8 year old; but, because of lack of dental work, it will be necessary to obtain antemortem x-rays from Dr. James. Dr. James was then contacted from my office by Dr. Gary Burg to go over his findings and request x-rays. Dr. James would send the x-rays that evening.

At approximately 19:00, I don't have the minutes recorded, I contacted Sandy Caradori and gave her the findings of Dr. Stephens and Dr. Burg.

At 20:00 hours I returned phone calls to the news media who had called through the day. At 21:00 hours I completed the news release.

On July 15 Dr. J. H. Lyons, Forensic Pathologist, of 15 East Miller Road, Sterling, Illinois, confirmed Dr. Burg's identification of Gary Caradori and identified Andrew J. Caradori by comparing antemortem and postmortem x-rays.

After several telephone calls to Dr. Stephens in regard to the toxicology report, he assured me that he would check them out and give me the information. I then sent a written request on October 11, 1990, stating "we are still waiting for the toxicology report in the above named case", being the Caradori case. "We need this report in order to schedule an inquest into the death of Mr. Caradori and his son. Anything you can do to expedite the matter would be most appreciated". A few days later, then, I received a telephone call from Mrs. Caradori inquiring about when the inquest would be held. I stated to her I was waiting for the toxicology report. She asked me if there was anybody she could call. I told her I didn't think it would do her any good, that we were waiting for the toxicology report through the FAA and National Transportation Safety Board. It's my understanding she then contacted the National Transportation Safety Board at which time I then was contacted from the National Transportation Safety Board and results of the toxicology were sent to me. The toxicology report indicated there were no drugs

or foreign substances present from the toxicology samples submitted.

Dr. Peter J. Stephens' autopsy report was completed, signed on July 26, and returned to my office indicating the immediate cause of death to be multiple traumatic injuries, approximate interval between onset and death was seconds, due to aircraft impact with ground. His comment in the autopsy report is the death of the 41 year old male is ascribed to impact injuries following ground impact. No anatomical evidence of respiration during or after the fire is present and the extent of the injuries suggests that death was instant and probably preceded the fire. No foreign material was embedded in the viscera or any other findings suggesting an inflight explosion were present at autopsy. At this point he says as noted above, results of toxicology examinations are pending.

Autopsy of the single passenger, the deceased's 8 year old son, was not done. However, a brief external examination of the son's body showed similar severe impact injuries and severe fire damage, final anatomical diagnosis being multiple traumatic injuries.

On November 5, 1990, I spoke with Joe McGarvey, who is with the FAA, at 2:35 p.m. I was speaking with him to determine whether he should appear to be a witness. He stated that no written report was made by the FAA. He also stated he saw no evidence of structural fatigue, that the crash was due to overload, which statement he qualified by stating for whatever reason.

Are there any questions from the Jury?
(None)

Any questions from the family?

Family: In your discussion with the FAA officials, and dealing with structural overload, were there any questions asked of them of any missing parts to the airplane that would cause any structural overload?

Coroner: No. Any further questions?
(None)

Any questions from the Jury?

Seeing none, this now constitutes the evidence available into this inquest. It will now be your duty to deliberate your findings and, if possible, arrive at a verdict as to the cause and manner of death; whether you deem it to be accidental, suicidal, homicidal, of natural causes or of undetermined causes; whether or not the blame should be placed on the part of anyone

concerned. As part of your verdict you may make recommendations other than for criminal prosecution.

When you have reached your verdict you will report to me, Richard Schilling, Lee County Coroner, State of Illinois.

You will now retire and deliberate in privacy.